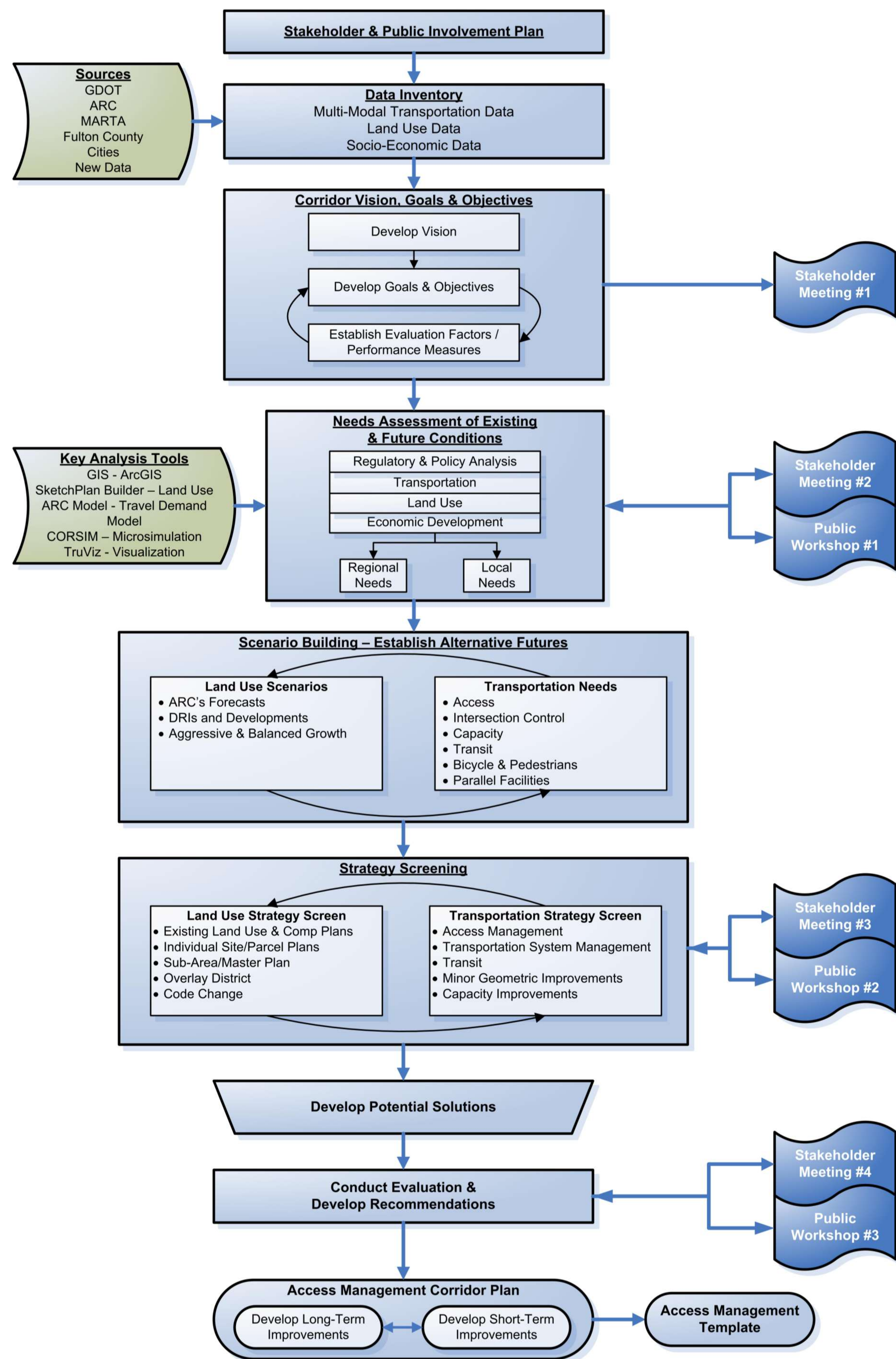
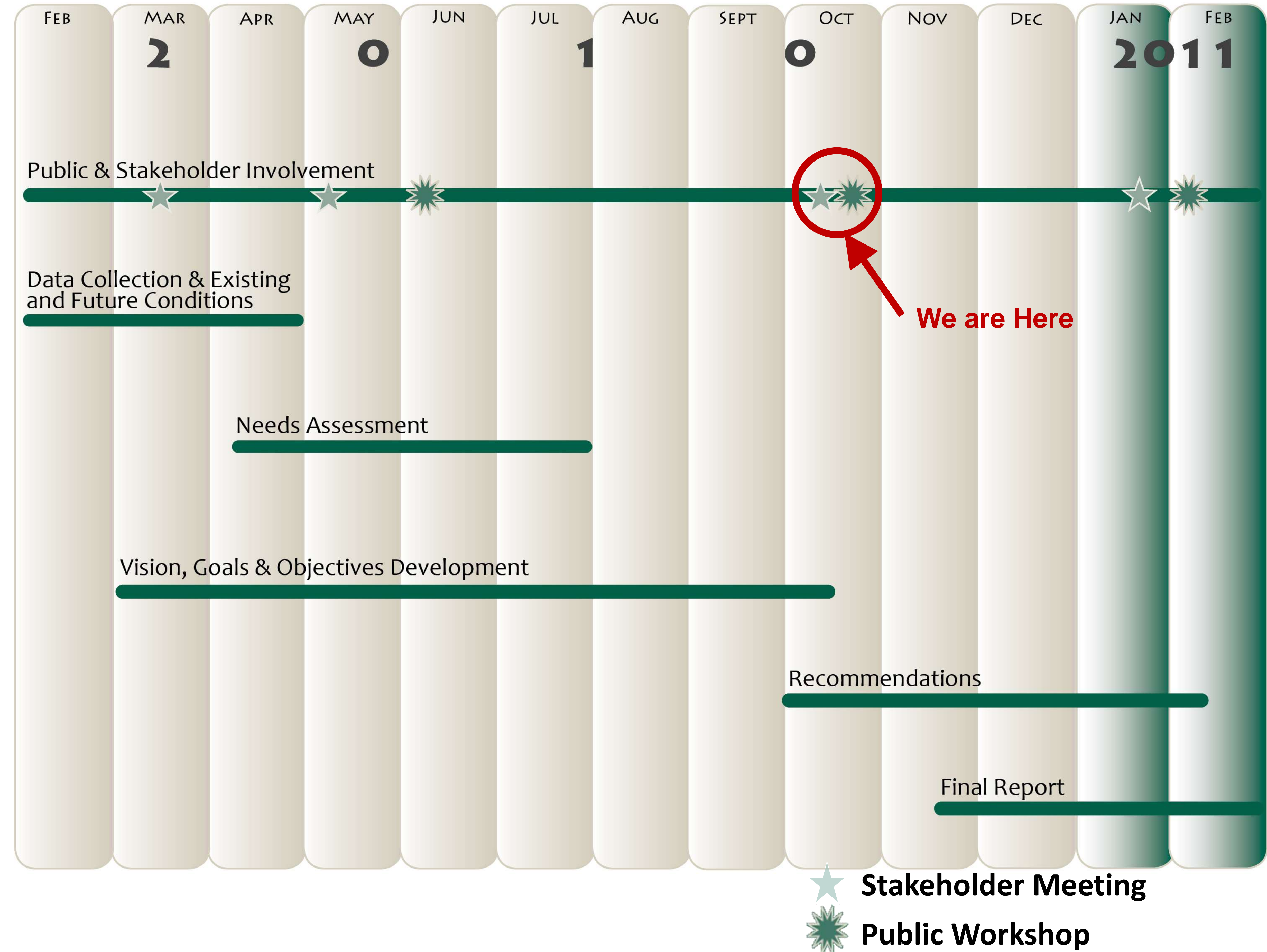


Study Process



STUDY SCHEDULE



Study Process & Schedule

South Fulton Parkway Access Management Study

Corridor Vision:

South Fulton Parkway will be a vibrant corridor in the Atlanta region over the next 20 years. The corridor will support local and regional economic vitality through future development, viable transportation connections, improvements to the safety and operations of transportation facilities, and preservation of the natural environment through integrated planning efforts and implementation of sustainable solutions.

Corridor Goals:

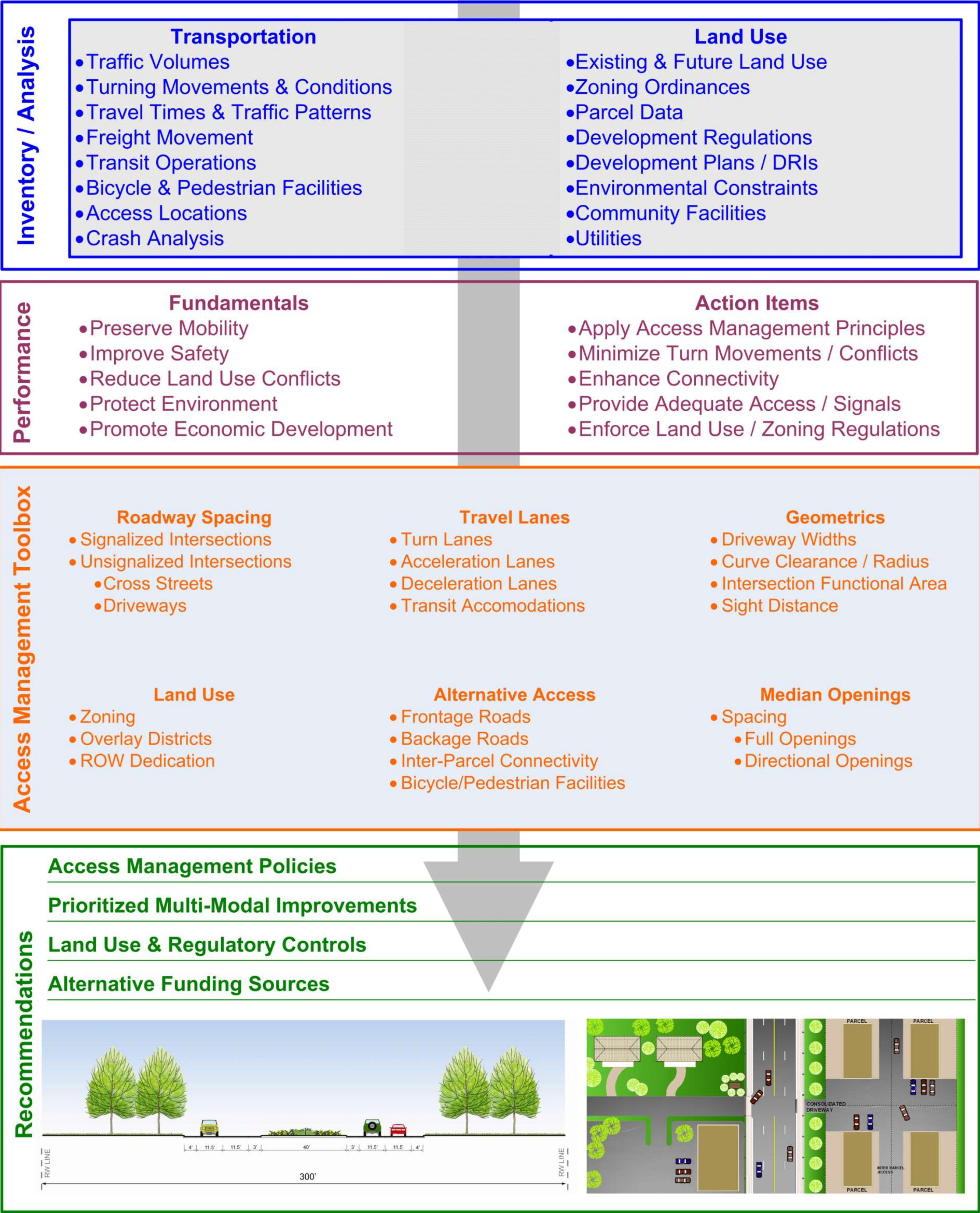
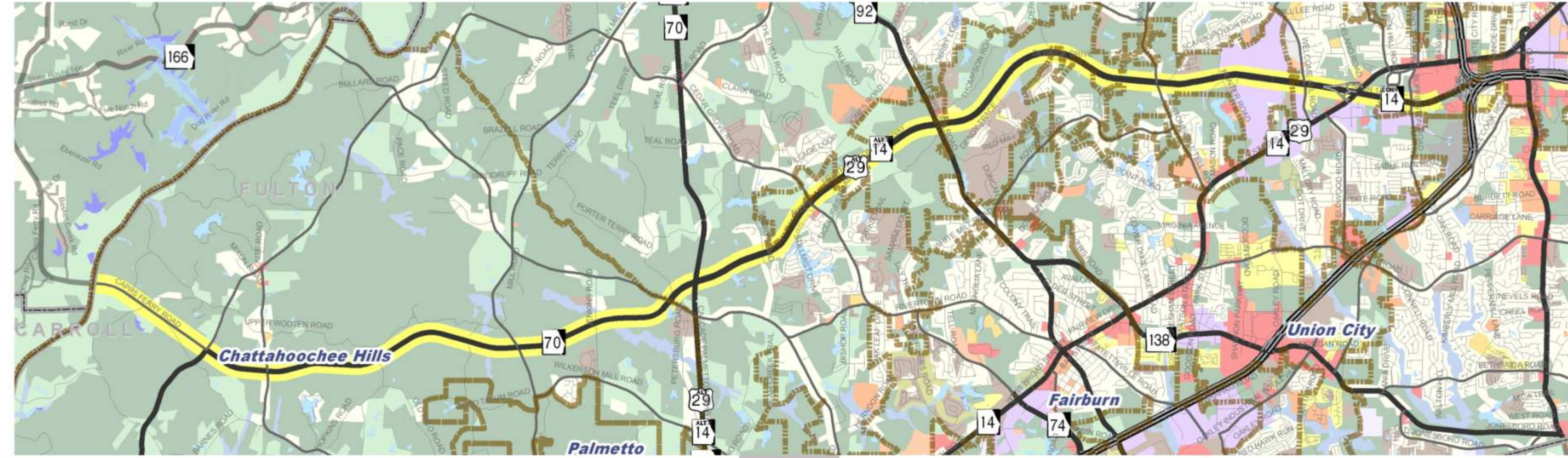
- Goal 1 Maintain Mobility While Enhancing Access
- Goal 2 Contribute to the Economic Vitality of the Region
- Goal 3 Unify, Connect, and Integrate Uses Along the Corridor
- Goal 4 Enhance Livability for All Users
- Goal 5 Promote Partnerships between Agencies, Municipalities, Businesses, and Residential Communities
- Goal 6 Protect Existing Resources and Communities
- Goal 7 Maintain the Visual Character and Identity of the Corridor

Corridor Performance Measures:

Performance Measures	Goals						
	1 Mobility	2 Economic	3 Integrate	4 Livability	5 Partnerships	6 Resources	7 Character
Level of Service	✓						
Travel Time / Travel Speeds	✓						
Intersection Spacing / Access Points	✓			✓			
Safety				✓			
Conflict Points				✓			
Connectivity	✓		✓				
Multi-Modal			✓		✓		
Corridor Preservation			✓		✓		✓
Development Opportunities		✓	✓		✓		
Environmental Impacts						✓	
Development / Parcel Impacts						✓	
Consistency with Comprehensive Plan/Land Use Plan		✓	✓		✓		

Note: Vision and Goals developed based on Stakeholder Input

Corridor Analysis Process



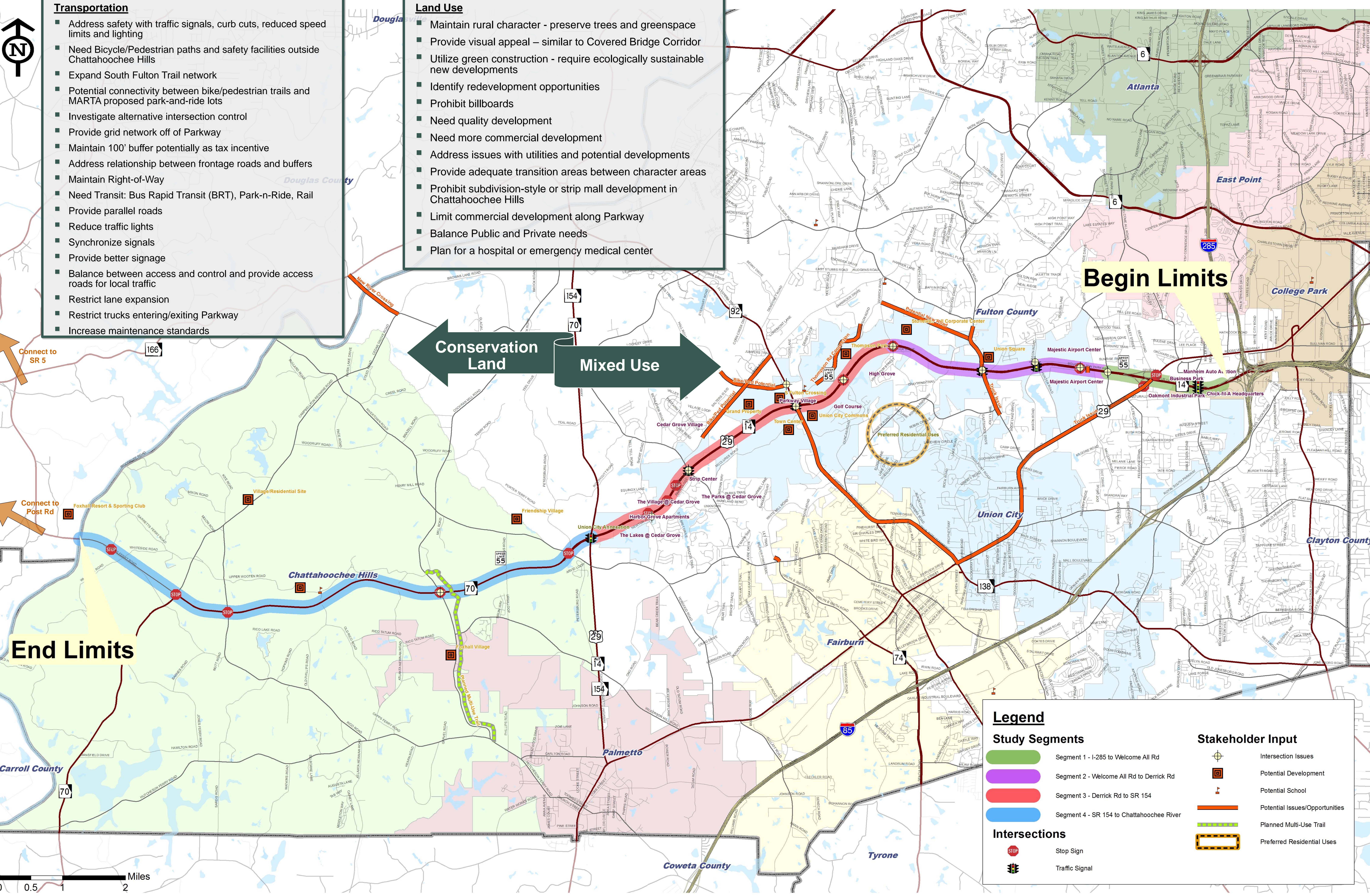


Transportation

- Address safety with traffic signals, curb cuts, reduced speed limits and lighting
- Need Bicycle/Pedestrian paths and safety facilities outside Chattahoochee Hills
- Expand South Fulton Trail network
- Potential connectivity between bike/pedestrian trails and MARTA proposed park-and-ride lots
- Investigate alternative intersection control
- Provide grid network off of Parkway
- Maintain 100' buffer potentially as tax incentive
- Address relationship between frontage roads and buffers
- Maintain Right-of-Way
- Need Transit: Bus Rapid Transit (BRT), Park-n-Ride, Rail
- Provide parallel roads
- Reduce traffic lights
- Synchronize signals
- Provide better signage
- Balance between access and control and provide access roads for local traffic
- Restrict lane expansion
- Restrict trucks entering/exiting Parkway
- Increase maintenance standards

Land Use

- Maintain rural character - preserve trees and greenspace
- Provide visual appeal – similar to Covered Bridge Corridor
- Utilize green construction - require ecologically sustainable new developments
- Identify redevelopment opportunities
- Prohibit billboards
- Need quality development
- Need more commercial development
- Address issues with utilities and potential developments
- Provide adequate transition areas between character areas
- Prohibit subdivision-style or strip mall development in Chattahoochee Hills
- Limit commercial development along Parkway
- Balance Public and Private needs
- Plan for a hospital or emergency medical center



Legend

Study Segments		Stakeholder Input
Segment 1 - I-285 to Welcome All Rd	Intersection Issues	
Segment 2 - Welcome All Rd to Derrick Rd	Potential Development	
Segment 3 - Derrick Rd to SR 154	Potential School	
Segment 4 - SR 154 to Chattahoochee River	Potential Issues/Opportunities	
Intersections	Planned Multi-Use Trail	
Stop Sign	Preferred Residential Uses	
Traffic Signal		



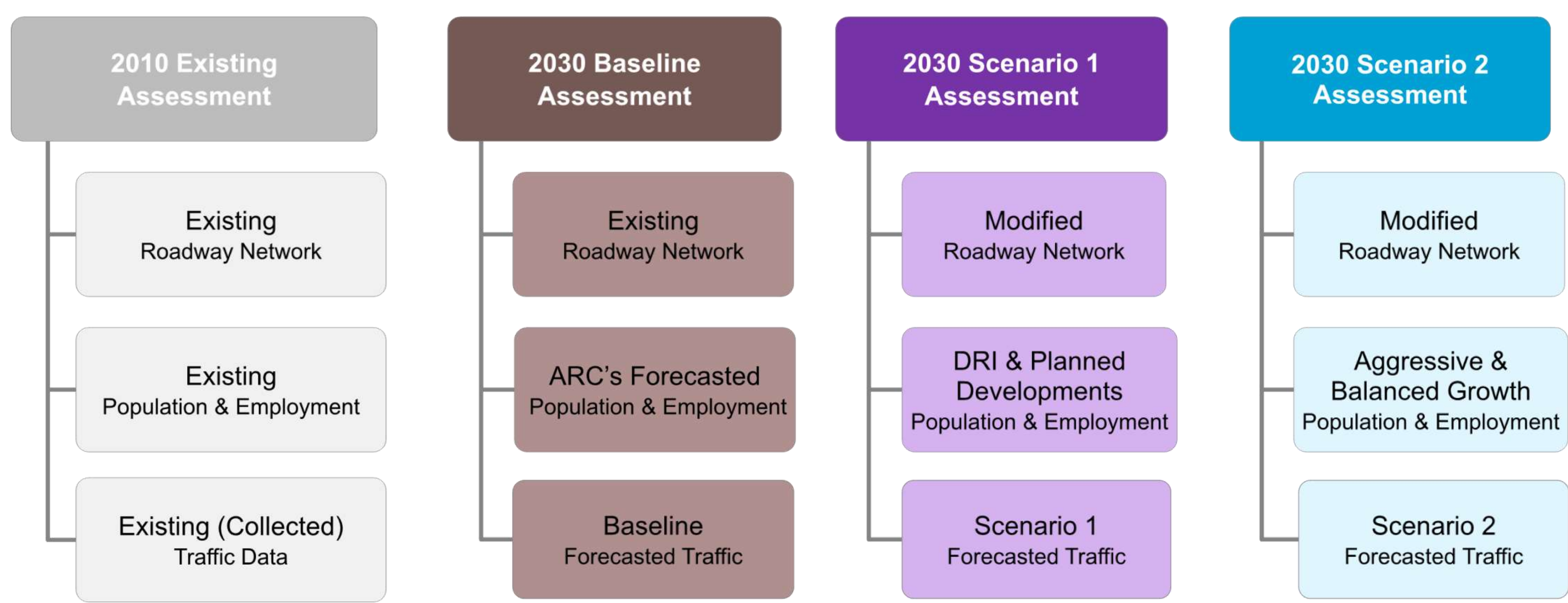
Stakeholder and Citizen Input

South Fulton Parkway Access Management Study



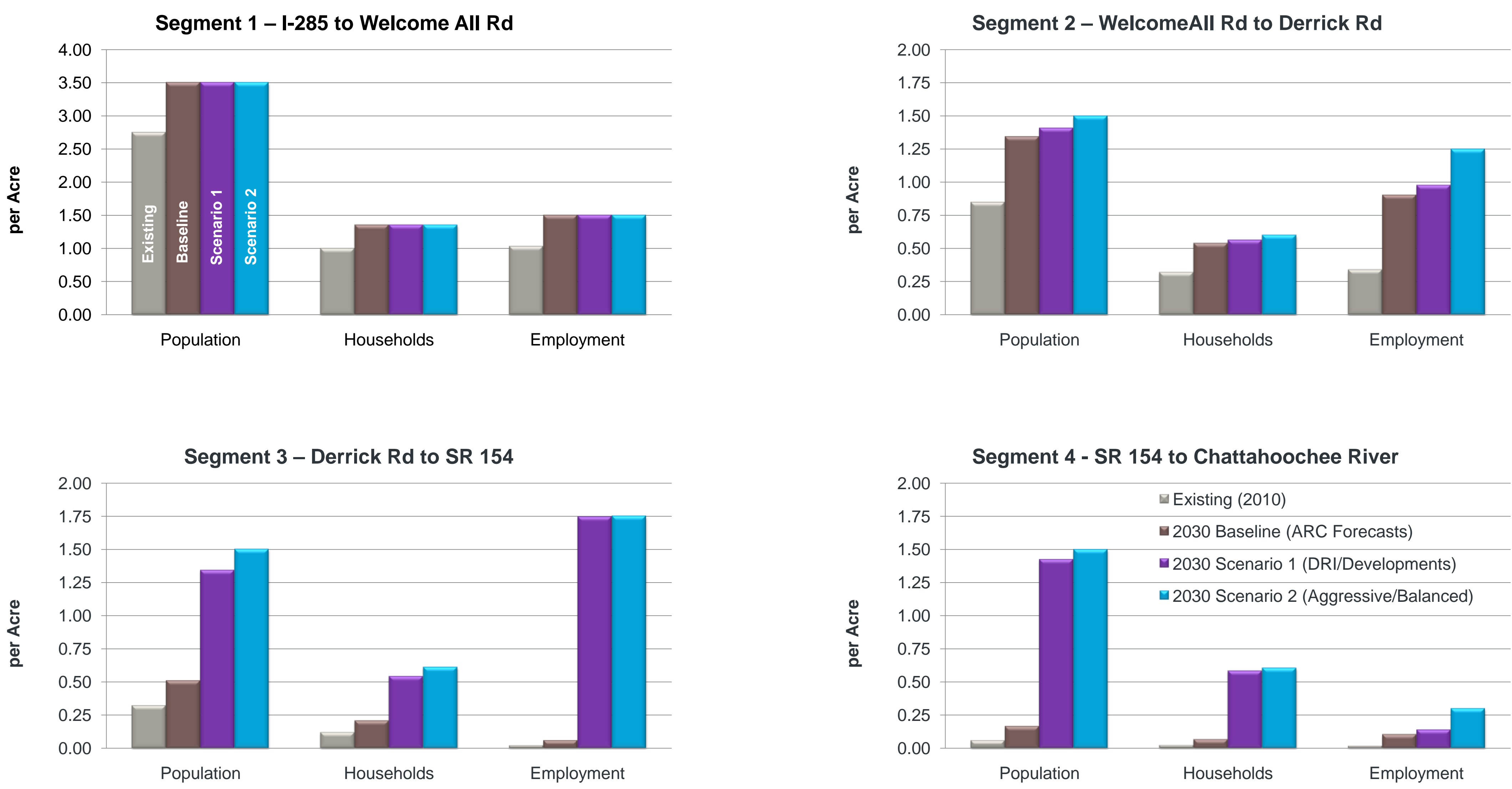
Study Scenarios:

Various scenarios were analyzed to best understand the relationship between changes in land use and transportation needs.



Scenario Comparison:

The following graphs compare the various densities for population, households and employment that made up each of these scenarios.



Improvement Development Process:

This process was developed to test the various land use scenarios and garner a better understanding on how these effect the transportation system. Ultimately, this process will be used to develop solutions along South Fulton Parkway that best address the needs while meeting the study's goals and vision.

How do we think the area will grow?

What if it grows differently?

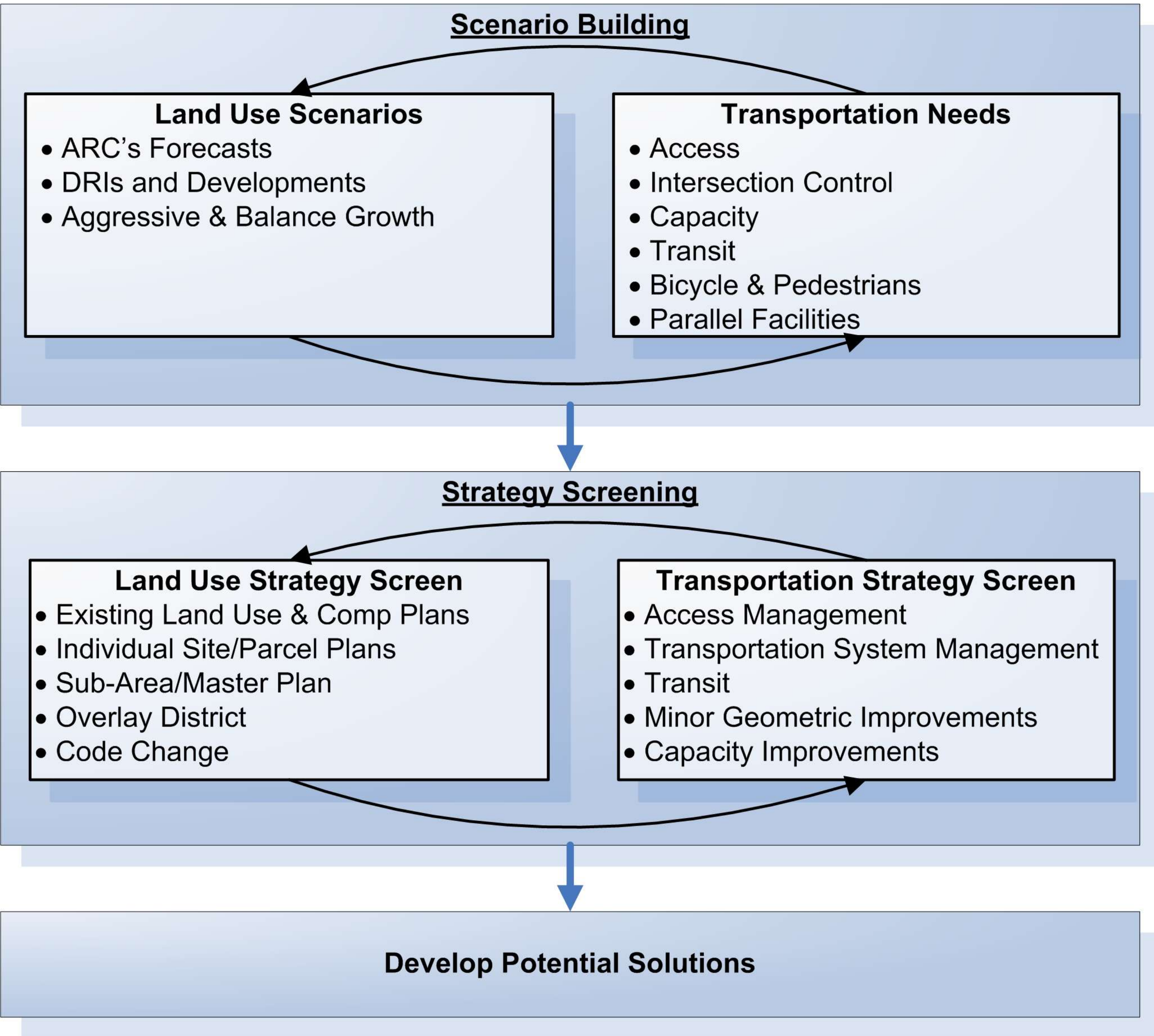
How do the transportation needs change?

What kinds of improvements make the most sense for the study area?

How does the corridor perform?

What should be the recommendations?

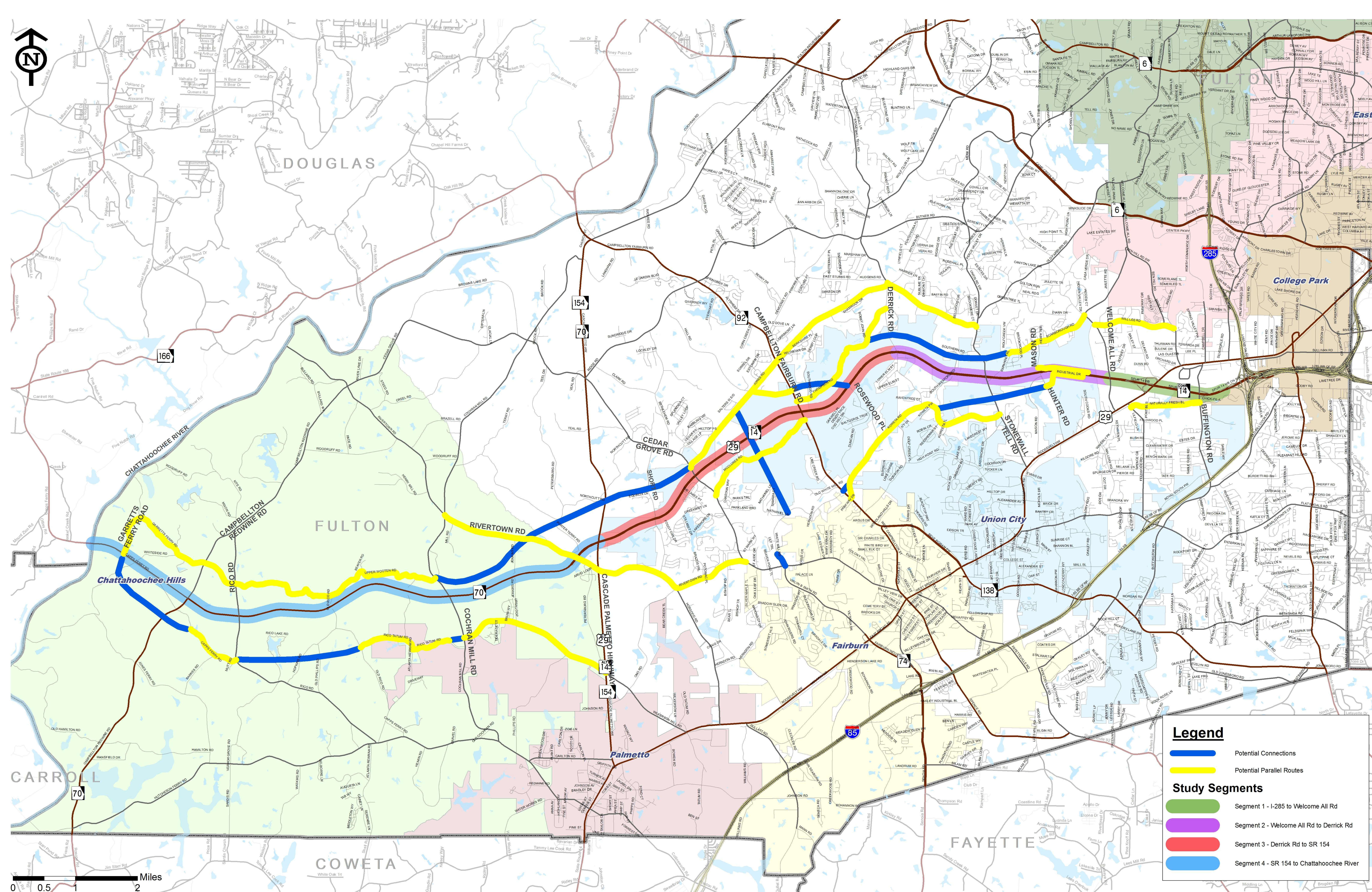
What are the priorities?



Needs Assessment:

Based on the operational analysis, what are the transportation needs for each scenario?

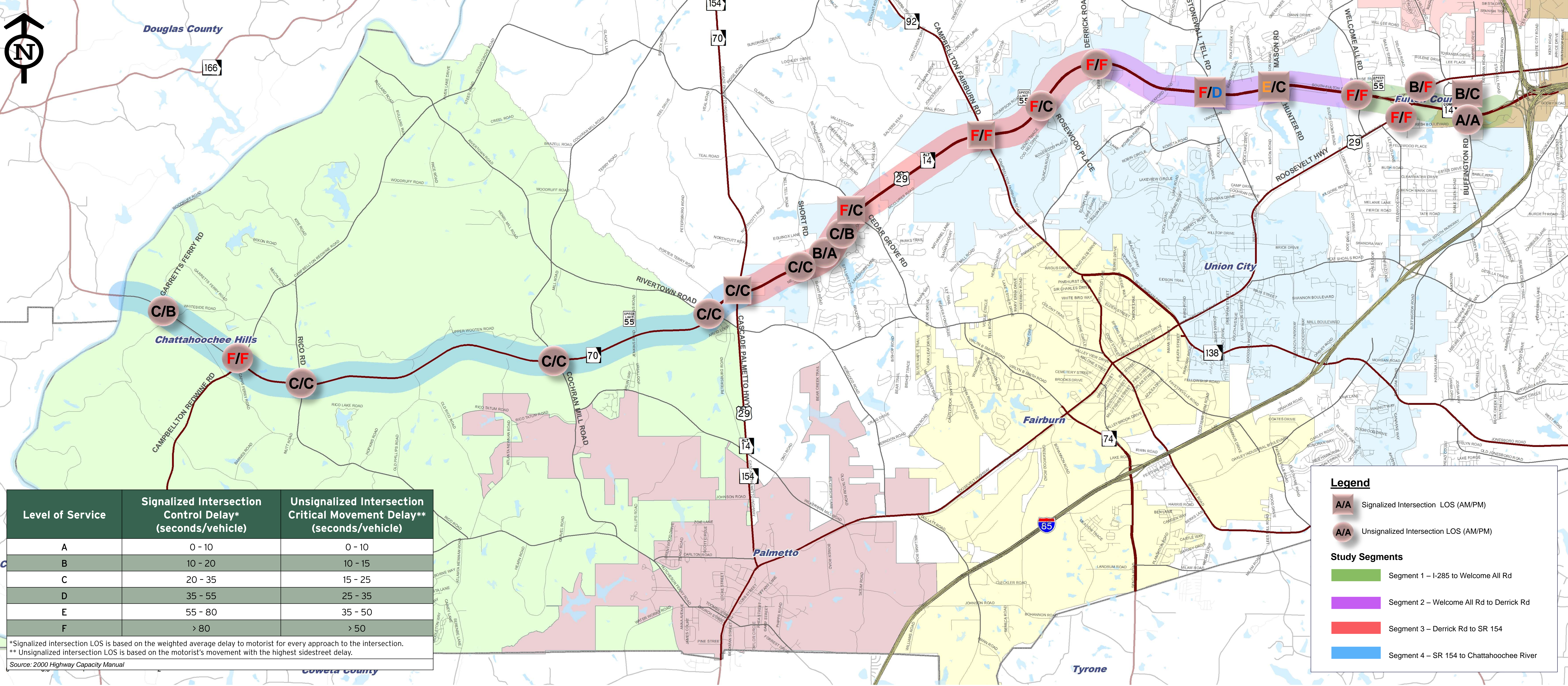
Intersection	Need	2010	2030		
		Existing	Baseline	Scenario 1	Scenario 2
US 29 EB Ramps	eastbound Off Ramp left turn delay	✓			
US 29 WB Ramps	westbound Off Ramp left turn delay	✓			
Majestic Airport Center Pkwy	southbound left turn delay	✓			
Stonewall Tell Rd	southbound left turn delay	✓			
Derrick Rd	southbound approach delay	✓			
SR 92	delay from all approaches	✓			



Potential Parallel Routes and Connections

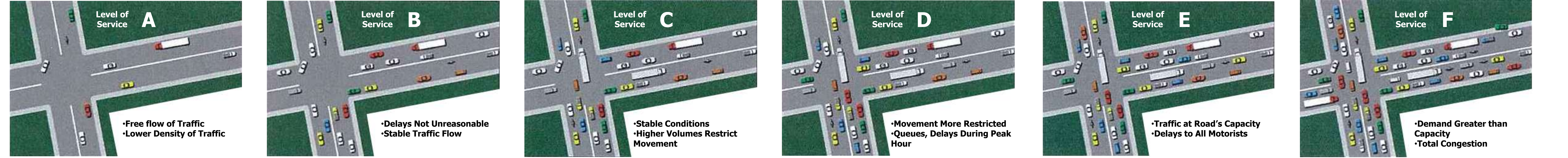
South Fulton Parkway Access Management Study

Characteristics	Limits	Segment 4		Segment 3		Segment 2		Segment 1	
		Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
2030 Travel Time (AM/PM)		9.8 min / 9.05 min	8.96 min / 9.98 min	10.35 min / 8.6 min	8.41 min / 9.07 min	6.13 min / 4.18 min	4.34 min / 4.70 min	2.36 min / 2.22 min	2.14 min / 2.24 min
2030 Segment Average Speed (AM/PM)		51.8 mph / 56.2 mph	56.5 mph / 51.0 mph	48.3 mph / 52.6 mph	52.1 mph / 48.5 mph	45.6 mph / 54.0 mph	56.0 mph / 49.8 mph	58.7 mph / 62.2 mph	64.5 mph / 61.9 mph
2030 Segment LOS (AM/PM)		B / A	A / B	A / A	A / A	A / A	A / A	C / B	A / C
2030 Daily Traffic		7,600		30,000		28,500		48,800	
2030 Peak Period Directional Split (AM EB)		75%		74%		69%		66%	
2030 Land Use Type		Forest / Agricultural		Mixed Use		Industrial / Mixed Use		Commercial	
2030 Persons / Acre		0.16		0.51		1.34		3.50	
2030 Household / Acre		0.06		0.21		0.54		1.35	
2030 Employment / Acre		0.10		0.06		0.90		1.50	



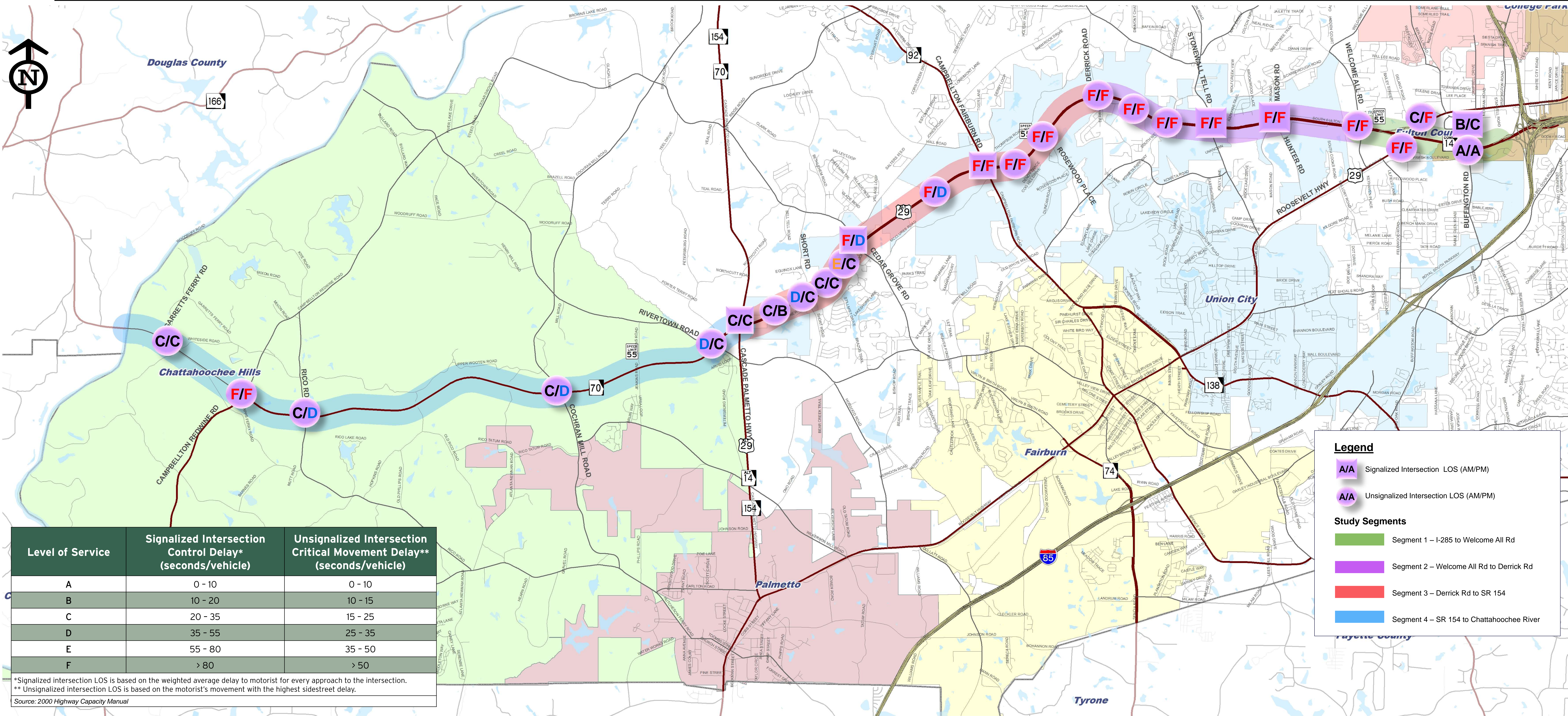
Level of Service	Signalized Intersection Control Delay* (seconds/vehicle)	Unsignalized Intersection Critical Movement Delay** (seconds/vehicle)
A	0 - 10	0 - 10
B	10 - 20	10 - 15
C	20 - 35	15 - 25
D	35 - 55	25 - 35
E	55 - 80	35 - 50
F	> 80	> 50

*Signalized intersection LOS is based on the weighted average delay to motorist for every approach to the intersection.
** Unsignalized intersection LOS is based on the motorist's movement with the highest sidestreet delay.
Source: 2000 Highway Capacity Manual



2030 Baseline conditions based on existing transportation facilities and socioeconomic data developed by the Atlanta Regional Commission. Intersections analyzed with SYNCHRO and travel speeds analyzed with CORSIM

	Segment 4		Segment 3		Segment 2		Segment 1	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
2030 Daily Traffic	8,890		35,000		39,900		38,640	
2030 Peak Period Directional Split (AM EB)	77%		71%		62%		60%	
2030 Land Use Type	Mixed Use		Mixed Use		Industrial / Mixed Use		Commercial	
2030 Persons / Acre	1.42		1.34		1.41		3.50	
2030 Household / Acre	2.58		0.54		0.56		1.35	
2030 Employment / Acre	0.14		1.75		0.98		1.50	



Level of Service	Signalized Intersection Control Delay* (seconds/vehicle)	Unsignalized Intersection Critical Movement Delay** (seconds/vehicle)
A	0 - 10	0 - 10
B	10 - 20	10 - 15
C	20 - 35	15 - 25
D	35 - 55	25 - 35
E	55 - 80	35 - 50
F	> 80	> 50

*Signalized intersection LOS is based on the weighted average delay to motorist for every approach to the intersection.
** Unsignalized intersection LOS is based on the motorist's movement with the highest sidestreet delay.
Source: 2000 Highway Capacity Manual

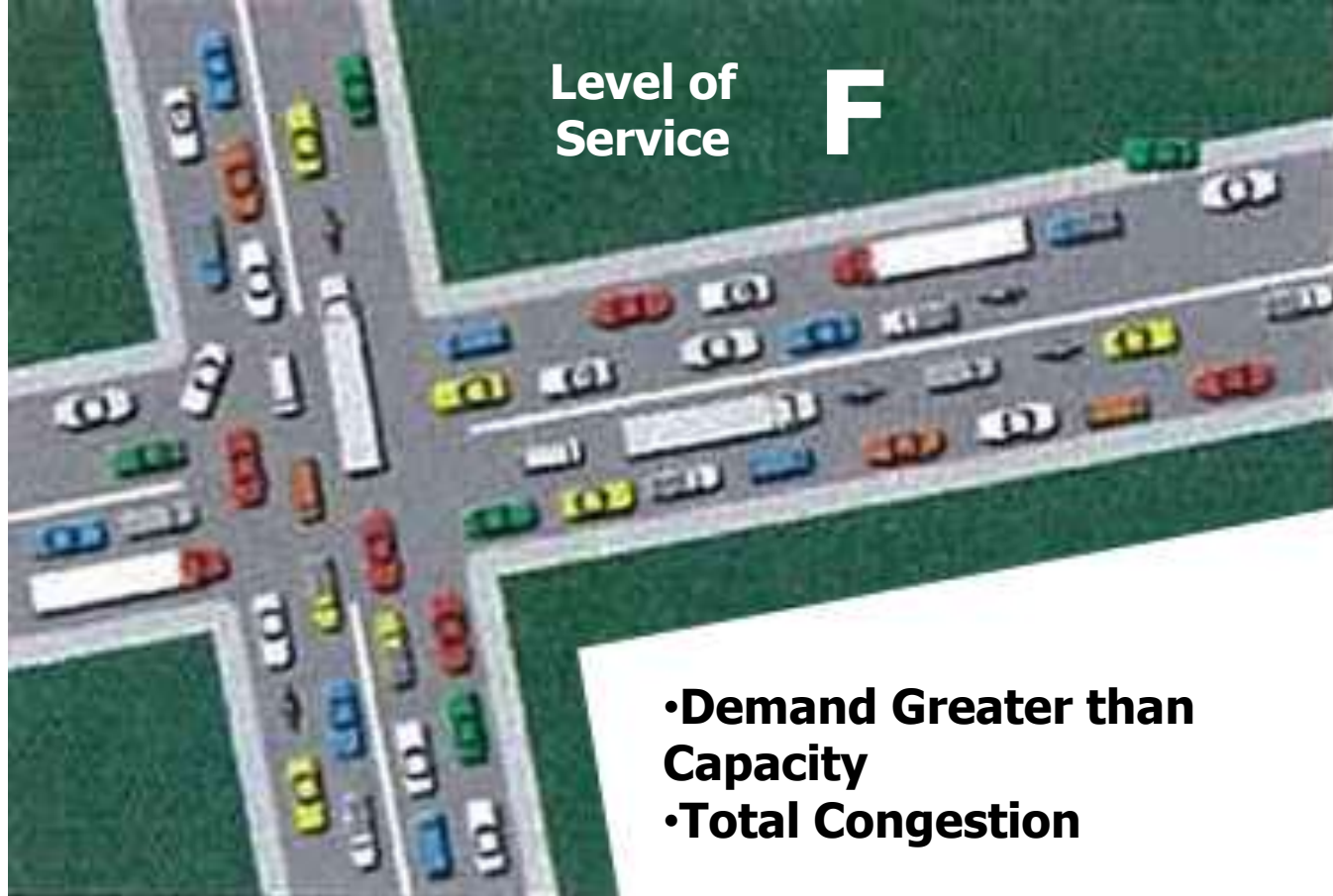
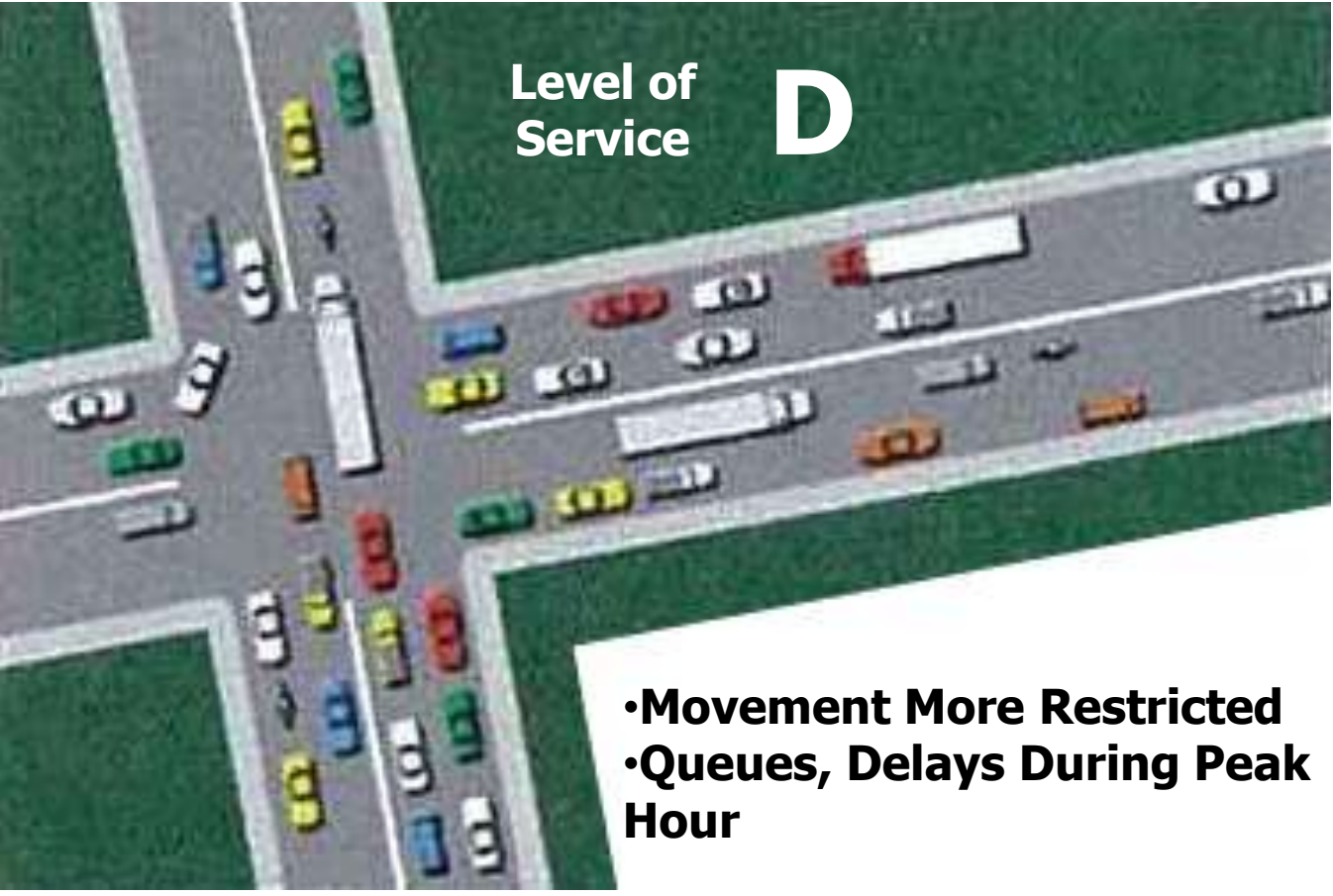
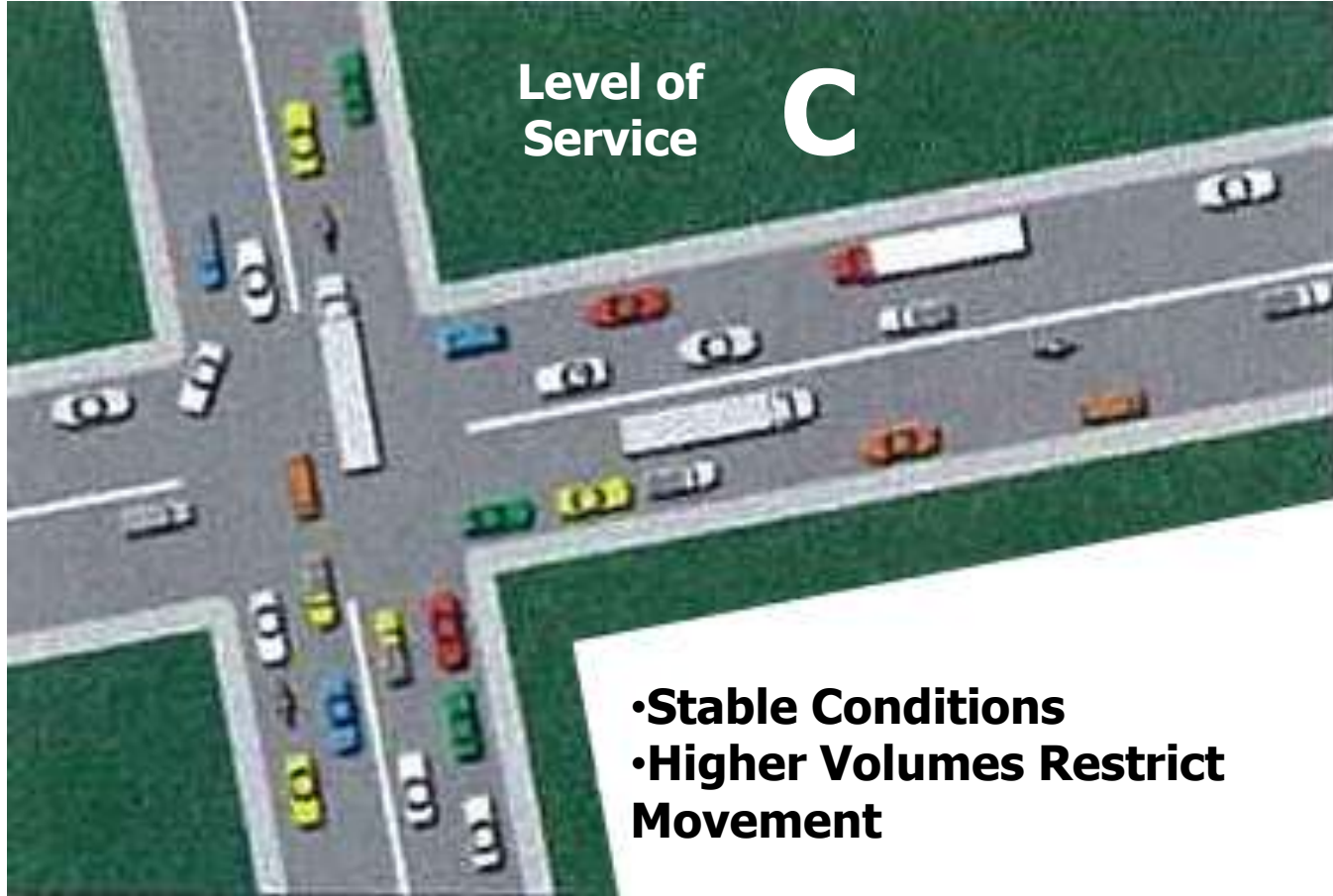
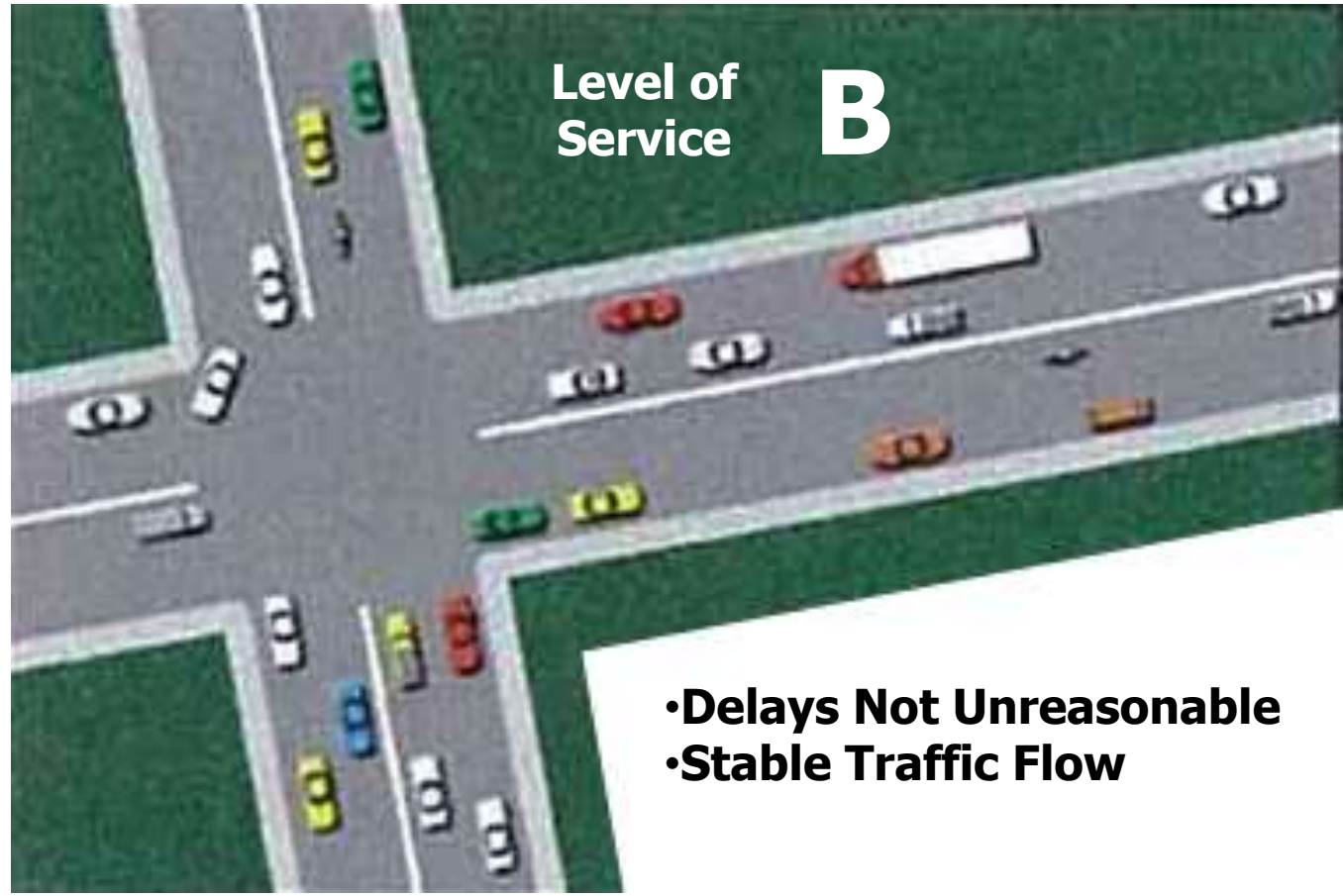
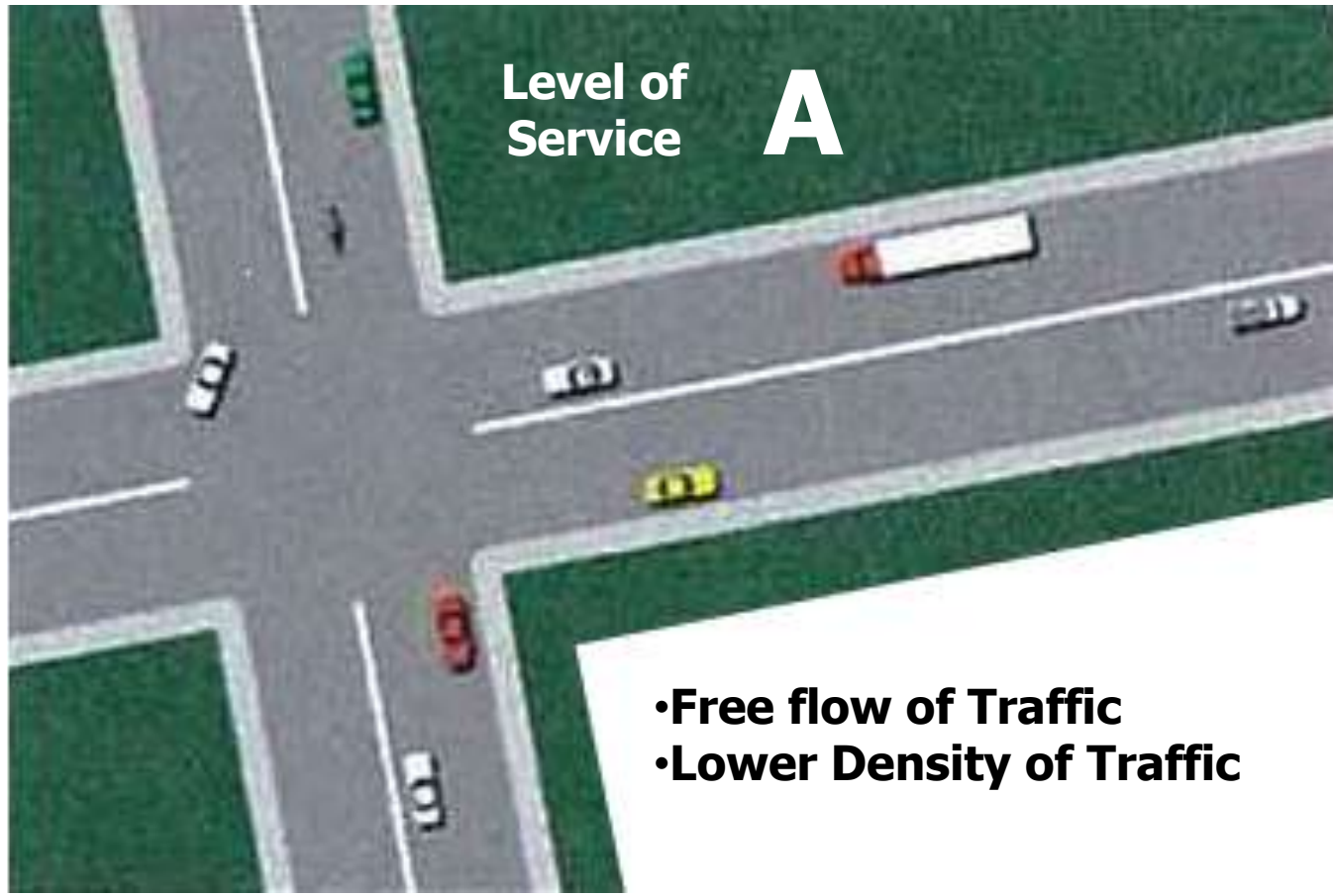
Legend

A/A Signalized Intersection LOS (AM/PM)

A/A Unsignalized Intersection LOS (AM/PM)

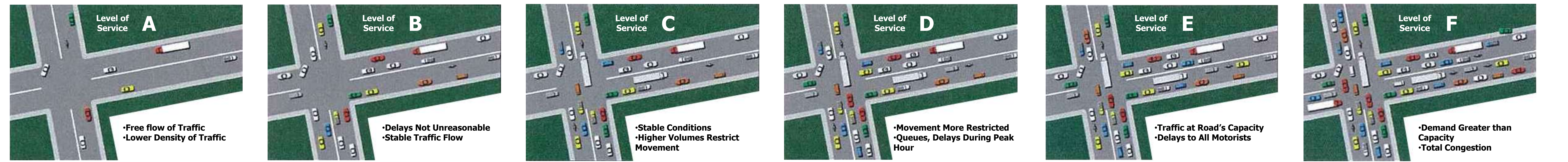
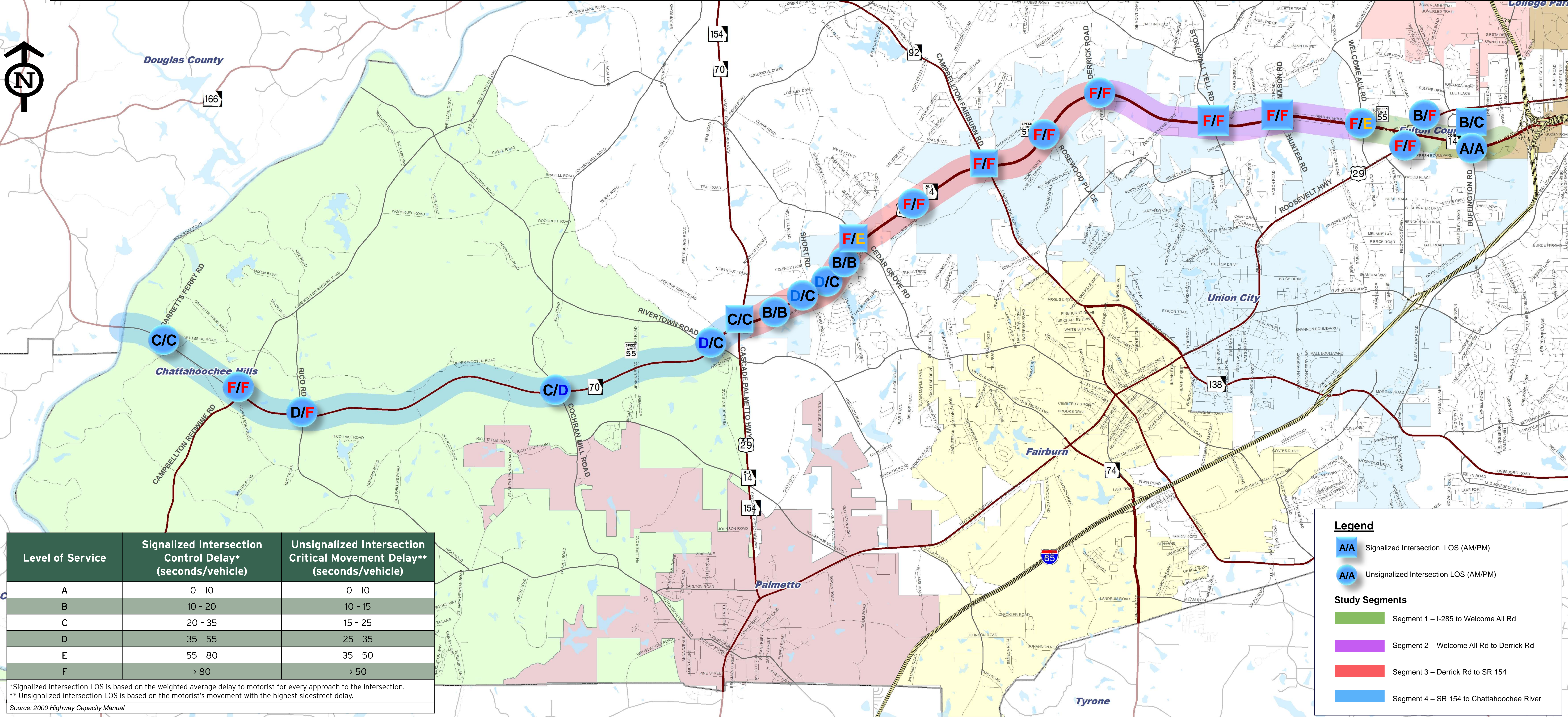
Study Segments

- Segment 1 – I-285 to Welcome All Rd
- Segment 2 – Welcome All Rd to Derrick Rd
- Segment 3 – Derrick Rd to SR 154
- Segment 4 – SR 154 to Chattahoochee River



2030 Scenario 1 conditions based on proposed access and socioeconomic data provided by Developments of Regional Impact (DRI) and other planned developments. Intersections analyzed with SYNCHRO and travel speeds analyzed with CORSIM

	Segment 4		Segment 3		Segment 2		Segment 1	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
2030 Daily Traffic	8,770		35,200		39,350		38,900	
2030 Peak Period Directional Split (AM EB)	78%		69%		62%		60%	
2030 Land Use Type	Mixed Use		Mixed Use		Industrial / Mixed Use		Commercial	
2030 Persons / Acre	1.50		1.50		1.50		3.50	
2030 Household / Acre	0.61		0.61		0.60		1.35	
2030 Employment / Acre	0.30		1.75		1.25		1.50	



2030 Scenario 2 conditions based on socioeconomic data developed on aggressive and balanced growth in South Fulton County. Intersections analyzed with SYNCHRO and travel speeds analyzed with CORSIM

2030 Scenario 2 (Aggressive & Balanced Growth) Level of Service (LOS)

South Fulton Parkway Access Management Study